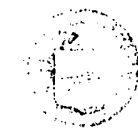


Central Intelligence Agency

DATE 5/6/86 fileDOC NO GIM 86-20104OCR 3P&PD 1

Washington, D.C. 20505

DIRECTORATE OF INTELLIGENCE

April 28, 1986

MEMORANDUM FOR: April Glaspie
Director, Office of
Lebanon, Jordan, Syrian Arab Republic Affairs,
Bureau of Near Eastern and South Asian Affairs,
Department of State

FROM: [redacted]
Chief, Geography Division, OGI

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SUBJECT: Recent Progress on the Israeli Border Security
Strip on the Israel-Lebanon Border [redacted]

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1. Attached is a memorandum concerning Israeli improvements
to their border security strip since November 1985. [redacted]

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2. The research and analysis [redacted] were
done by analysts of the Near East Branch, Geography Division,
Office of Global Issues. [redacted]

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3. If you have any questions concerning this memorandum,
please call me [redacted]

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Attachment:

Israel-Lebanon: The Israeli Border Security Strip,
Changes since November 1985 [redacted] GIM-86-20104, April 1986

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SUBJECT: Israel-Lebanon: The Border Security Strip,
an update from November, 1985 []

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OGI/GD/NE/[], [] (Apr 1986)

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Central Intelligence Agency



Washington, D.C. 20505

DIRECTORATE OF INTELLIGENCE

April 28, 1986

Israel-Lebanon: The Border Security Strip,
an update from November 1985Summary

Construction on the border security strip has continued at a slow pace since November 1985. No new areas of construction have been detected on the border security strip in Lebanon, but progress has been made on portions that were under construction in November 1985. The most recent work was ongoing on 9 April. This paper provides details on the work done on the border security strip since the publication of the IIM, 'Israel: Additions to the Border Security Strip on the Israel-Lebanon Border'.

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This memorandum was prepared by analysts in the Geography Division, Office of Global Issues. The information contained herein is updated to 28 April 1986. Comments may be directed to Chief, Geography Division

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The East West Portion of the Border

No significant changes have been made to the border security strip along the east-west segment of the boundary between Ra's an Naqurah and Blida (Fig. 1). Although guerrilla forces have attempted to penetrate this portion of the border security strip since November 1985, the only construction activity has been improvement of the tracked-vehicle lane. [redacted]

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The North-South Portion of the Border

Construction along the northward leg of the boundary between Blida and Metulla, Israel that was underway when the IIM, 'Israel: Additions to the Border Security Strip on the Israel-Lebanon Border' was published is nearing completion (Fig. 2). On April 9 heavy construction equipment was working on the southernmost portion of the construction project detailed in Figure 6 of the IIM. Work was nearing completion on straightening the road and the dragged strip; no tracked-vehicle lane is in place. We believe preparations are underway to erect a complete security fence; some segments of fence are in place now, erected since January. A gate has been established across the road that links the security road to the civilian Markaba-Hula road just south of the Markaba Observer Group Lebanon (OGL) facility. [redacted]

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The IIM speculated that this road would link the Misgav'am and Ramim border security strip salients. Rather, the near-completed road is an independent salient that encroaches into Lebanon but does not link with the two older salients. The last 300 meters of the road are not yet completed; about 100 meters of this distance will be in Israel. These last few hundred meters are passable now; should a sense of urgency be applied construction could be completed in as little as 10 days. [redacted]

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The Metulla Area

The map of the area north and east of Metulla that accompanied the 18 February 1986 letter from the Permanent Representative of Lebanon to the United Nations accurately describes conditions in that area except for the suggestion that fencing parallels the road from Al 'Amrah to Al Wazzani. [redacted]

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Since November security fencing has been erected from a point just east of Kafr Kila northward to the gate at the intersection of the Tapline and the road to Al Qulay'ah (Fig. 3). The fencing extends southeast towards and around the north and east sides of the defensive position, now completed, which was illustrated in

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Figure 7 of the IIM. Tapline and the new road along it are inside the Metulla salient for this distance. Fencing continues to parallel the security road on a serpentine course: southeast towards Al 'Amrah, then southwest, passing on the west of Al 'Amrah, then back towards the southeast before finally trending southwest for a short distance and returning to Israel near Giv'at Eget. There is a gate at this re-entry point. Gates are also in place west of the defensive position on the Tapline and southeast of the defensive position near Al 'Amrah. [REDACTED]

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Further road improvements have not been observed along the Al 'Amrah-Arab al Luwayzah-Al Wazzani road. The Lebanese letter to the UN and a [REDACTED] report from January sourced to a civilian employee of an international organization stated that fencing was going in along this road. As was reported in the IIM, we see no evidence to date that this fence is under construction. Observers located in the new Metulla defensive position can visually inspect the unfenced portion of the Al 'Amrah-Al Wazzani road. [REDACTED]

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Conclusions

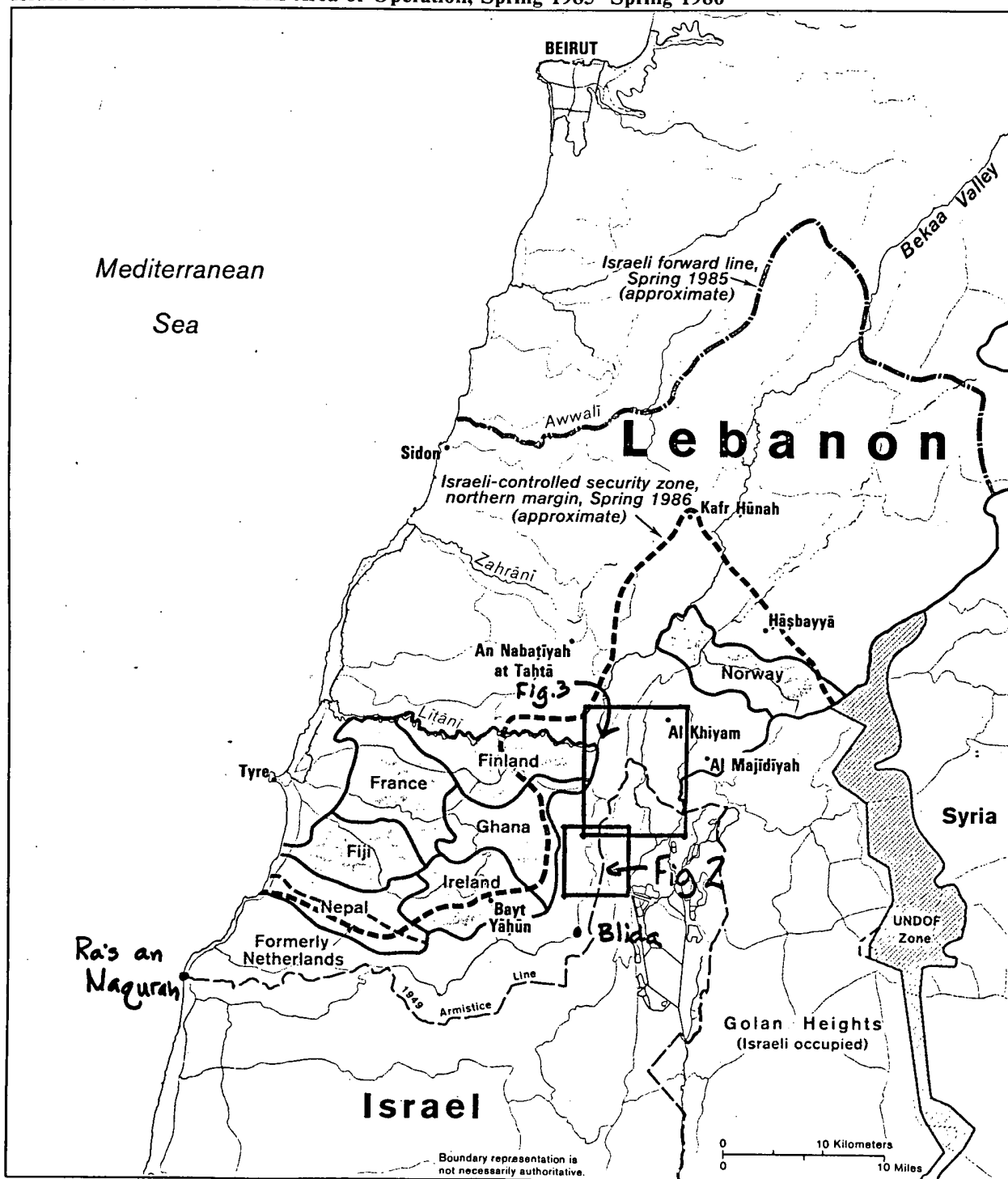
Salients in the border security strip continue to serve as important parts of the tactical defenses for several northern Israeli settlements. We believe Tel Aviv will seek to retain these salients for as long as its security zone remains in place in southern Lebanon. Their intention to retain them would intensify if the depth of the security zone were to shrink. [REDACTED]

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In the event that UNIFIL were ordered to deploy to the Israel-Lebanon boundary, the security strip salients into Lebanon would become politically very sensitive. Refusal by Israel to withdraw from the salients would technically make a complete redeployment impossible. If the salients were relinquished, in our view the least possible of scenarios, and if civilian casualties resulted from guerrilla actions against the northern settlements then Tel Aviv would harshly criticize the withdrawal decision and reoccupy the salients. [REDACTED]

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Israeli Presence and UNIFIL Area of Operation, Spring 1985–Spring 1986



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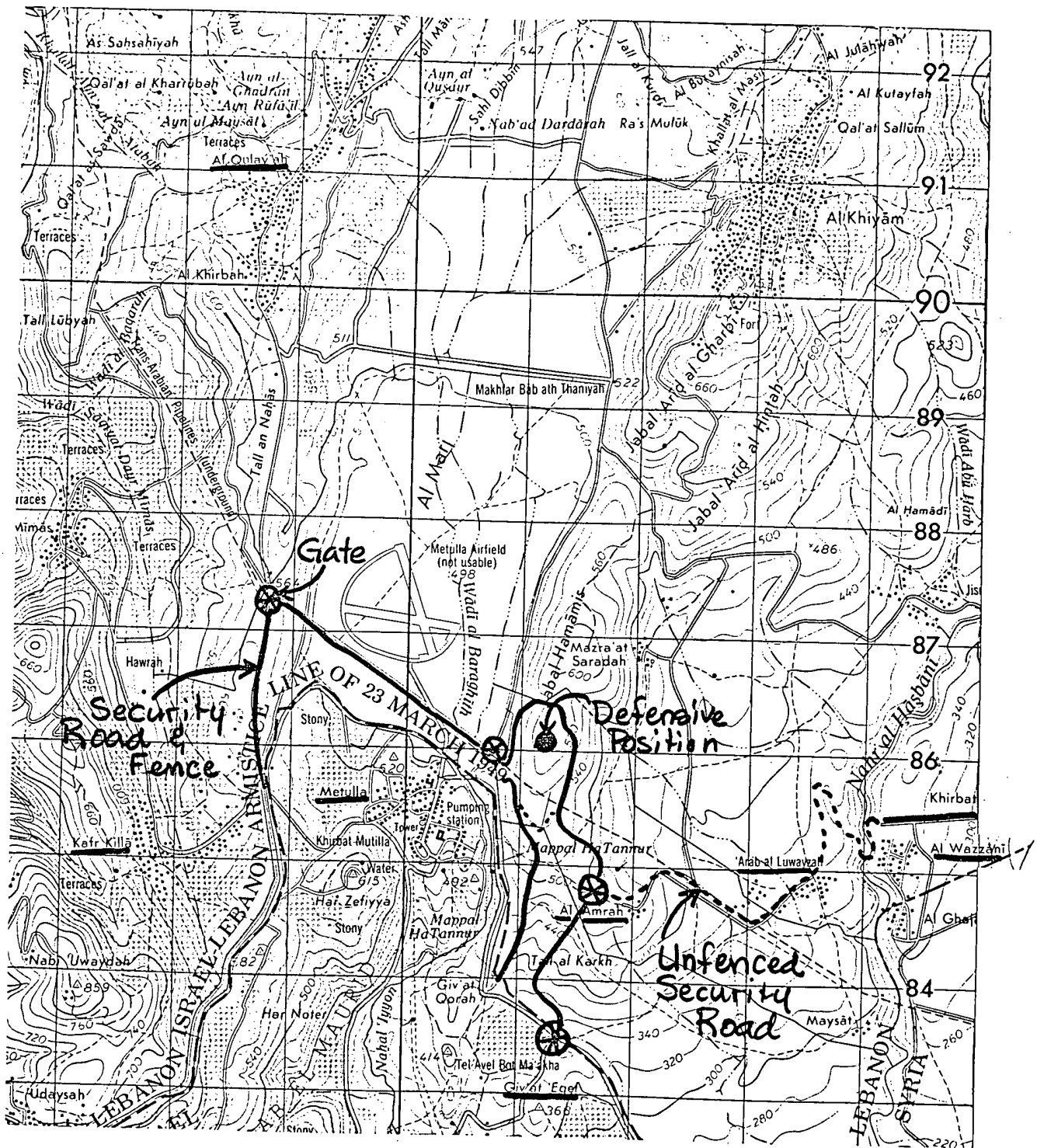
Fig. 1

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Fig. 2

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METERS

Scale 1:50,000

Fig. 3